

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4347.

號七月六年七十七百八千一英

HONGKONG, THURSDAY, JUNE 7, 1877.

日六廿月四年丑丁

Price, \$24 per Annum.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAB, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOSCH, Ludgate Circus, E. C. BATES, HERTY & Co., 4, Old Jewry, E. C. SANDER DRAGON & Co., 160 & 161, Leadenhall Street, NEW YORK.—ANDREW WILK, 133, Nassau Street, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. CHINA.—SHEWAN, TOMES & CO., Amoy, WILSON, NICHOLS & Co., Foochow, HEDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALKER, Manila, C. BRENNER & Co., Macao, L. A. DA SILVA.

## BANKS.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.  
Deputy Chairman—F. D. SARNOY, Esq.  
R. B. BELLING, Esq. WILHELM REINER, Esq.  
W. B. FORBES, Esq. Ed. TOBIN, Esq.  
B. W. KEWICK, Esq.  
A. MAYER, Esq.

#### CHIEF MANAGERS.

Hongkong, . . . THOMAS JACKSON, Esq.  
Shanghai, . . . ERNEST CAMERON, Esq.  
London Bankers.—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, March 28, 1876.

### CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$800,000.  
RESERVE FUND, \$110,000.

#### BANKERS.

##### THE BANK OF ENGLAND.

##### THE CITY BANK.

##### THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.  
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

#### FRIDAY,

the 8th June, 1877, at Noon.—  
ELECTRO-PLATED TEA SETS, Sardine Boxes, Salvers, Toast Racks, Sets of Table Cutlery in Mahogany Boxes, Framed Engravings, Cash Boxes, Cologne Water, Perfumery, Violet Powder, Silk Umbrellas, Condensed Milk, Brandy, Old Tom.

Also,  
10 cwt. White Zinc.  
Sundry Household Furniture.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.  
Hongkong, June 5, 1877. j68

#### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

#### MONDAY,

the 11th June, 1877, (or Private Sale before the Day of Sale), at 2 p.m.,—  
The well-known Tavern called the "STAR TAVERN," situated in Queen's Road West, No. 200, with FURNITURE, FIXTURES, LIQUORS, &c., &c.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.  
J. M. GUEDES, Jr., Auctioneer.  
Hongkong, May 28, 1877. j91

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

#### WEDNESDAY,

the 13th day of June, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,—  
SUNDRY CONDEMNED NAVAL AND VICTUALLING STORES, and PROVISIONS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.  
J. M. ARMSTRONG, Government Auctioneer.  
Hongkong, June 2, 1877. j918

### PUBLIC AUCTION

OF  
ENGLISH AND COLONIAL-MADE  
HOUSEHOLD FURNITURE, AND  
A SPLENDID GRAND CONCERT  
PIANO.

THE Undersigned has received instructions to sell by Public Auction, on

#### SATURDAY,

the 16th day of June, 1877, at 2 p.m., at No. 5, Chancery Lane,—  
The whole of the HOUSEHOLD FURNITURE of a Gentleman leaving the Colony, consisting of: English-made Covered Couches and Chairs, Drawing-room Marble-top Centre and Side Tables, Engravings, Curtains.

Dining Table, Whatnots, Side Boards, Chairs, Dinner and Dessert Services, Plated and Glass-ware, Bedsteads, Wardrobes, Chest of Drawers, Marble-top Washstands, Toilet Tables and Glasses, Cheval Glass, &c., &c.

Also,  
A Grand Concert PIANO, in splendid condition, by COLLARD & COLLARD, late the Property of the "City Hall."

See Catalogues.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots with all faults and errors of description, at Purchaser's risk on the fall of the hammer.  
J. M. GUEDES, Jr., Auctioneer.  
Hongkong, June 4, 1877. j916

## For Sale.

### APOLLINARIS NATURAL MINERAL WATER.

A POLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted." It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, we are informed by an eminent medical friend, liable to that charge which has been so frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—*Cont. Service Review.*

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival Seltzer Water (Nassau Seltzer Brunnens), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water. Physicians will find it a valuable addition to their resources as a cool and refreshing drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—*London Medical Record.*

APOLLINARIS WATER.—Dr. HERMANN WELKE, F.R.C.P., writes:—"Having long used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in bilious and diarrhetic, in tendency to gallstones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—*Brit. Med. Jour.*

#### PRICES.

CASE OF 50 QUARTS (STONE BOTTLES) \$10  
" 50 PINTS " " " 8  
CASKS, 8 DOZ. SODAWATER BOTTLES \$10  
N.B.—Stone Quarts & Sodawater Bottles, " Pint = 1 1/2 "

\$2 Allowed for the Sodawater Bottles, if Returned.

GEO. SMITH & Co., Agents for China and Japan.  
NORTON & Co., Agents in Hongkong.  
May 9, 1877. j91

## For Sale.

### FOR SALE.

LANE, CRAWFORD & Co. have just Received an Invoice of

COPE, BROTHERS & Co.'s TOBACCOES and CIGARETTES.  
COPE'S GOLDEN CLOUD.  
COPE'S BRISTOL BIRD'S EYE.  
COPE'S SMOKING MIXTURE.  
COPE'S PEBBLELESS CIGARETTES.  
COPE'S BOUQUET CIGARETTES.  
COPE'S FAIRY CIGARETTES.  
COPE'S FANCY BRILLIANTS.  
COPE'S WHIFFS.  
Hongkong, May 25, 1877. j922

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs BASS & Co.), are prepared to Supply ALE and STOUT of their Bottling at \$6 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubted, and L. O. & Co. confidently recommend it.  
Hongkong, May 28, 1877. j928

## FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."  
J.H. ROSEBERRY & Co.'s CHAMPAGNE, Carte Blanche.  
JOHN DUNLAP & Co.'s CLARETS and WHITE WINES.  
STARBUCK & KENTISH'S PORTS and SHERRIES.  
MOULSON & Co.'s COGNACS, 1, 2, 3 Stars.  
BLANCHY FRERES & Co.'s COGNACS.  
JUSTUS LEMBEKE & Co.  
Hongkong, April 9, 1877. j99

## FOR SALE.

THE IRON STEAM STEAMER  
"ALBAY."

THE above Steamer was Built in Glasgow in 1873 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MAJORITARY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Afting Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 Tons.  
CLASS.—Built to Class 100 A at Lloyd's.  
RIG.—Brig Rigger.  
CARGO CAPACITY.—About 9,000 pounds, or 625 tons Measurement (40 feet).  
DRAFT.—Light 8 feet: Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 8 1/2 to 9 tons of coal per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Afting Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MACHINERY.

ENGINE.—A pair of Howden's patent High and Low Pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 20 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spate Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 80 pounds.

## MORRIS & RAY.

Hongkong, March 28, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.  
The Engine is quite new, was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.  
Particulars may be obtained on application to

## MORRIS & RAY.

Hongkong, March 28, 1877.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITZ, Ph.D. Tübingen.

Prior to Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.  
Hongkong, February 8, 1877. j90

## For Sale.

### JUST LANDED.

AN Invoice of GUINNESS' STOUT, Bottled by BOURKE, in Pints and Quarts.  
100 Cases HENNESSY'S BRANDY, 1, 2, and 3 Star.  
An Invoice of HUBBUCK'S PAINTS, OILS, and TURPENTINE.  
CANVAS HOSE.  
OILMAN'S STORES.  
And a variety of other Goods.

ROBERT MORE, LATE BROADBENT, ANTHONY & Co.  
Hongkong, June 2, 1877. j99

## FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co. Hongkong, June 22, 1876.

## Notices of Firms.

### NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.  
Hongkong, June 6, 1877.

### NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.  
China, June 1, 1877. del

### NOTICE.

I HAVE This Day bought the GOODWILL of the late Firm of BROADBENT, ANTHONY & Co., and OPENED BUSINESS in the Premises occupied by that Firm, under the Style of ROBERT MORE, as SHIPCHANDLER, SAILMAKER, and GENERAL STOREKEEPER.

ROBERT MORE.  
Hongkong, May 31, 1877. j98

### NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co., Hongkong, Canton, Shanghai.  
Hongkong, April 16, 1877. j916

### NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. B. CAIRNS, Surveyor to Local Office, and Lloyd's Register of Shipping.  
2, Club Chambers, Hongkong, March 17, 1877. sel8

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. ORDIKSHANK, Manager.  
Hongkong, November 21, 1876.

## Intimations.

BARQUE HOPE, FROM LONDON.

ALL CLAIMS against this Vessel must be sent in to the Undersigned, before Noon on FRIDAY, the 8th Instant. Any sent in after that time will not be entertained.

DOUGLAS LAPRAIK & Co., Agents.  
Hongkong, June 6, 1877. j98

## CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.  
Hongkong, May 1, 1877. sel

NOTICE is hereby given that the Owners of the British Ship "FIRESTAR," will no longer be Responsible for Debts incurred by Captain Ness, late Master, and that all Persons supplying Goods or making Advances to him do so at their own risk. Particulars of all Claims outstanding are to be forwarded to Robert Greig, Master of the British Ship Hannah Law.

ROBT. GREIG, Agent for the Owners.  
Hongkong, June 1, 1877. j99

## Intimations.

### NOTICE.

THE BANKRUPTCY ACT 1869.  
In the AMOY COURT of Bankruptcy holden at AMOY, FRIDAY, 1st June, 1877.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN THOMAS ALBERT ALEXANDER, of Amoy.

NOTICE is hereby given that a First General MEETING of the CREDITORS of the above-named Person has been summoned to be held at the Office of Her Majesty's Consul, Amoy, on the Twentieth day of June, at Two o'clock in the afternoon precisely.

GEO. PHILLIPS, Registrar.  
Dated at Amoy, this, Second day of June, 1877. j920

### THE "FIFESHIRE."

WITH Reference to the Notice Dated the 1st Instant, purporting to be signed by ROBERT GREIG, I hereby give Notice that I am the lawfully appointed and legally constituted Master of the above Vessel, that I have never been displaced from my command nor done any act rendering myself liable to be so displaced, and that I repudiate and deny the right of the said ROBERT GREIG to give such notice. He, GREIG, is Master of the Ship Hannah Law, which does not belong to the same Owners as the Fifeshire, and had no authority for publishing such notice. All Debts due in respect of the Fifeshire will be duly discharged, y me, and I caution the public from being misled by the unauthorized and wholly unwarranted Notice in question, which so far from protecting the Owners of the Fifeshire is calculated to prejudice their interests.

Hongkong, 4th day of June, 1877.  
M. R. NESS, Master of the British Ship Fifeshire.

## THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.  
Hongkong, May 21, 1877. au22

## DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

## THE GIANT CHANG OUTDONE.

YOW SHAN, the Great CHINESE GIANT of Modern Times, is now on EXHIBITION at No. 42, HOLLYWOOD ROAD. This Giant is well-proportioned, and in regard to size and general appearance beats CHANG hollow. He is a native of Kwang-si, and is only 22 years of age. Such a Giant is not to be often met with, and he Deserves a Call.

Doors Open throughout the Day and in the Evening.

ADMISSION.—FIFTY CENTS.  
Hongkong, June 2, 1877. j99

## Shipping.

### Steamers.

FOR SHANGHAI.  
The Steamship "GLENGYLE," Capt. QUARTLEY, will leave for the above Port on FRIDAY, the 8th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, June 6, 1877. j98

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "NAMOA," Capt. PUNCHARD, will be despatched for the above Ports on SATURDAY, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.  
Hongkong, June 6, 1877. j99

FOR AMOY.

The Steamship "EMUY," Captain F. BLANCO, will be despatched for the above Port on or about the 10th Instant.

For Freight or Passage, apply to FOOK MOW LOONG & Co.  
Hongkong, June 4, 1877. j911

FOR LONDON AND HAMBURG, via PORTS OF CALL.

The German Steamship "PERONIA," Brultz, Master, will be despatched as above on or about the 15th Instant.

For Freight or Passage, apply to WM. PUSTAU & Co., Agents S. S. Peronia.  
Hongkong, June 4, 1877.

## Shipping.

### Sailing Vessels.

#### FOR NEW YORK.

The 41 British Ship "HANNAH LAW," ROBERT GREIG, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1877.

#### FOR SAN FRANCISCO.

The 41 British Clipper Ship "GREY," T. ROBERTS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1877.

#### FOR NEW YORK.

The 41 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 24, 1877.

#### FOR SAN FRANCISCO.

The 41 British Ship "MADURA," STANTON, Master, will load here and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 18, 1877.

#### FOR NEW YORK.

The 41 American Ship "THOMAS LORD," HALL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 26, 1877.

#### FOR NEW YORK.

The 41 American Ship "NEW ERA," SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 27, 1877.

#### FOR SAN FRANCISCO.

The 41 British Ship "STRACATHRO," J. T. MILLAR, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co. Hongkong, June 1, 1877. j91

#### FOR HONOLULU.

The 41 American Bark "HARRIET N. CARLTON," G. T. HARRIET, Master, will load here for the above Port, and will have early despatch.



## Intimations.

**AN YON,**  
**SHIPS' COMPRADORE AND STEVEDORE,**  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.  
TULLOCHGORM, British 3 m. schooner, Captain Mason.—Wiel & Co.  
HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.  
VESTA, German barque, Captain R. Dicks.—Melchers & Co.  
HANNAH & MARY, British barque, Capt. A. Smith.—Order.  
FORMOSA, German barque, Captain Schweer.—Melchers & Co.  
BARBARA TAYLOR, British schooner, Captain John Taylor.—McEwen, Frickel & Co.  
HIERONIMUS, British brig, Capt. T. A. Koch.—Landstein & Co.  
ECHO, British barque, Captain Tozer.—Arnhold, Karberg & Co.

## WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, 1s each.  
ORINA MAIL OFFICE.

## Notices to Consignees.

**CASTLE LINE OF STEAMERS.**  
**GORDON CASTLE,**  
FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. A. McG. HEATON, whence delivery may be obtained.  
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-day.  
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 9th instant will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, June 2, 1877. j60

FROM SINGAPORE, PENANG AND CALCUTTA.

THE S. S. *Argyll* having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.  
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, June 4, 1877. j61

FROM LONDON AND SINGAPORE.

THE S. S. *Glengyle*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk at d stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary is given before 10 a.m. To-morrow.  
Goods remaining undelivered after the 11th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, June 4, 1877. j61

## NOTICE TO CONSIGNEES.

**THE BRITISH SHIP CARRIAGES,**  
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**MEYER & Co.,**  
Agents.  
Hongkong, May 10, 1877.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

## S. S. AMARONE.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 9th inst., at Noon, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned.  
Goods remaining undelivered after Monday, the 4th June, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.

**H. DU POUY,**  
Agent.  
Hongkong, May 20, 1877.

## Notices to Consignees.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE S. S. *Japan*, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

**DAVID SASSOON, SONS & Co.,**  
Agents.  
Hongkong, June 6, 1877. j62

**BARQUE CHINAMAN, FROM LONDON.**

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DOUGLAS LAFRAIK & Co.,**  
Agents.  
Hongkong, May 21, 1877.

## To-day's Advertisements.

FOR SWATOW, AMOY & TAIWANFOO.

The British Steamer "HOLYROOD" will have immediate despatch for the above Ports.  
For Freight or Passage, apply to  
**VOGEL, HAGEDORN & Co.,**  
Hongkong, June 7, 1877.

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOT POSTE FRANCAIS.**

The Company's Steamship "TIBRE" Comdt. DE GRAB, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.  
**H. DU POUY,**  
Agent.  
Hongkong, June 7, 1877.

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOT POSTE FRANCAIS.**

The Company's Steamship "HOGLY" Comdt. DE LA MARCELLE, will be despatched for SHANGHAI shortly after her arrival from Europe.  
**H. DU POUY,**  
Agent.  
Hongkong, June 7, 1877.

## NOTICE.

**VICTORIA RECREATION CLUB.**

A SPECIAL GENERAL MEETING of the above mentioned CLUB, will be held at THE BOAT HOUSE, on MONDAY Next, 11th instant, at 6 p.m.

**DUDLEY C. TRAVERS,**  
Hon. Secy., V. R. C.

Hongkong, June 7, 1877. j610

## SHIPPING.

## ARRIVALS.

June 7, *Thingalla*, Danish steamer, 1877, H. P. Mosen, Saigon June 3, Rice.—MEYER & Co.  
June 7, *Pearl*, British steamer, 705, Munk, Amoy June 6, General.—CHINESE.  
June 7, *Chinkiang*, from Canton.  
June 7, *Montgomeryshire*, British str., 1146, J. Sturrock, Saigon June 3, Rice.—H. KLEE & Co.  
June 7, *Olympia*, German steamer, 777, F. Nagel, Saigon June 3, Rice.—STREMSSEN & Co.

## DEPARTURES.

June 7, *Danube*, for Bangkok.  
7, *Hydra*, for Callao.  
7, *Livingstone*, for Amoy.  
7, *Vesta*, for Hienlain.  
7, *Glaucus*, for London, &c.  
7, *A. E. Vidal*, for Whampoa.  
7, *Feyrus*, for Canton.  
7, *Galley of Lyons*, for Shanghai.  
7, *Ocean*, for Singapore and Penang.  
7, *San Lorenzo*, for Jolo.  
7, *Helene*, for Amoy.  
7, *Capella*, for Newchwang.

## CLEARED.

*Rosa Batcher*, for Rajang (Borneo).  
*Delta*, for Foochow.  
*Gemma*, for Foochow.  
*Glengyle*, for Shanghai.  
*Adela*, for Keelung.  
*Pearl*, for Singapore, &c.

## PASSENGERS.

## ARRIVED.

For *Thingalla*, from Saigon, 8 Chinese.  
For *Pearl*, from Amoy, 448 Chinese.  
For *Olympia*, from Saigon, 20 Chinese.  
For *Montgomeryshire*, from Saigon, 28 Chinese.

## DEPARTED.

For *Danube*, for Bangkok, 39 Chinese.  
For *Hydra*, for Callao, 6 Chinese.  
For *Glaucus*, for Singapore, 180 Chinese.  
For *San Lorenzo*, for Jolo, 5 Chinese.  
For *Ocean*, for Singapore, &c., 147 Chinese.

## TO DEPART.

For *Glengyle*, for Shanghai, 3 Europeans.  
For *Pearl*, for Singapore, &c., 460 Chinese.

## SHIPPING REPORTS.

The British steamer *Pearl* reports: Moderate S.W. wind and thick heavy weather with rain.  
The German steamer *Olympia* reports: Light S.E. winds and fine weather throughout the passage.  
The British steamer *Montgomeryshire* reports: Fine weather throughout the passage.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For SINGAPORE AND PENANG.—  
Per *PEARL*, at 7.30 a.m. To-morrow, the 8th inst., instead of as previously notified.  
For SHANGHAI.—  
Per *GLENGYLE*, at 11.30 a.m.; on Friday, the 8th inst.  
For HAIPHONG.—  
Per Schooner *TULLOCHGORM*, at 11.30 a.m., on Saturday, the 9th inst., instead of as previously notified.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *AV 4*, will be despatched from Hongkong on SATURDAY, the 9th June, with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Java, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:

Friday, June 8th.—  
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, June 9th.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.10 A.M., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until  
11.30 A.M., when the Post Office Closes entirely.

Hongkong, May 24, 1877. j69

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet *KASHGAR* will be despatched with the Mails for Europe, &c., on SATURDAY, the 16th June.

The following will be the hours of closing the Mails, &c.:

Friday, 16th June.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 16th June.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with LATE FEE of 18 cents extra postage till

11 A.M., when the Post Office Closes entirely.

11.30 A.M., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 A.M., when the Mail is finally closed.

Hongkong, June 4, 1877. j616

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *BELO* will be despatched on TUESDAY, the 19th June, with Mails for Japan, San Francisco, the United States, and London, which will be closed as follows:—

2 P.M., Registry of Letters ceases.

2.30 P.M., Post Office closes.

2.30 P.M., Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 P.M., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 31, 1877. j619

## General Memoranda.

SATURDAY, June 9:—

Noon.—French Mail leaves for Ports of Call and Europe.  
3 p.m.—Namos leaves for Coast Ports. Goods per *Gordon Castle* undelivered after this date subject to rent.

SUNDAY, June 10:—

Emmy leaves for Amoy on or about this date.

MONDAY, June 11:—

2 p.m.—Sale of Goodwill, Furniture, Fixtures, Liquors, &c., of the "Star Tavern."  
5 p.m.—Meeting of the Victoria Recreation Club at the Boat House. Goods per *Glengyle* undelivered after this date subject to rent.

WEDNESDAY, June 13:—

11 a.m.—Sale of Sundries at Govt. Store. *Feronia* leaves for London and Hamburg on or about this date.

FRIDAY, June 15:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, June 16:—

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Household Furniture, at No. 5, Chancery Lane.

TUESDAY, June 19:—

9 a.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

## MEMOS. FOR TO-MORROW.

## Miscellaneous.

Claims against the *Hope* must be sent in to the Agents before Noon.

## Shipping.

Noon.—*Glengyle* leaves for Shanghai.

## Auction.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
**香港大藥房**

**A. S. WATSON & Co.,**  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

## MANUFACTURERS.

Soda Water, Lemonade, Tonic Water, Gingerale, Potash Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.  
Hongkong, June 1, 1876.

The publication of this issue commenced at 6.50 p.m.

## MARRIAGE.

On the 7th June, at the Supreme Court House, under the provisions of Ordinance 14 of 1876, by John Gerrard, Esq., Marriage Registrar, GEORGE SUXER CHAN, eldest Son of Mr Ohun Tai Kwong, to Miss LING CHAT KOO, of Canton.

## THE CHINA MAIL.

HONGKONG, THURSDAY, JUNE 7, 1877.

If our new Governor is really so full of activity as he is represented to be, and must work himself off in some direction, it seems to us that he cannot do better than adopt the suggestion of our correspondent "Stone Wall" and "go for" the Home authorities in the matter of the scheme of the reconstruction of the Fraya. The Home authorities will stand a large amount of "going for," and we have never yet heard of any case in which that process has done them any harm, while there is just a chance that if Mr. Hennessy allows his energy to overflow into local channels until he has been here at least a few months, some disastrous results may ensue. It is now nearly three years since the typhoon laid the Fraya in ruins and committed more or less havoc in all parts of the Colony. This was a disaster for which the colonists could in no way be held accountable, and considering that it involved the destruction of a great public work that was absolutely necessary to the welfare of the Colony, one would have imagined that the Home authorities would have promptly rendered us every assistance in their power in rebuilding the Fraya. Not so, however. The work has been standing over for nearly three years, and is still checked, we believe, through the tardiness and red-tapeism of the Home Government. Preparations were made for commencing the work several months ago, but owing to some hitch with the Home authorities the work is still *in statu quo*. The ordinary sources of the revenue of the Colony are totally unequal to bearing the heavy outlay necessary for carrying out the scheme, and the Home Government up to the present moment appears to have hardly made up its mind that the cost should be defrayed out of a large fund gained from the issue of gambling-house licenses some time ago, and which is still lying idle. Our late Governor was fully persuaded of the propriety of this fund being devoted to a permanent work for the improvement and benefit of the Colony generally—a work in the benefits of which the native as well as the foreign population participate, and in which the former in years to come, especially if they ultimately realise their ambition of driving foreigners out of Hongkong, will participate more and more. The Home Government has at last consented to the money being borrowed from the Special Fund, at interest, and re-echoing the sentiments of Sir Arthur Kennedy, we shall "not be very particular about its being paid back." Should Mr. Hennessy take the matter in hand he will find it a far more popular one than the abolition of dogging and night passes, or a crusade against the Magistrates.

## LOCAL AND GENERAL.

THE S. S. *Chinkiang* has gone to Aberdeen Dock.

THE cases before the Police Court to-day were few and of a trivial nature.

THE Agent of the O. & O. S. S. Co. has received a telegram, stating that the S. S. *Belgia* will sail from Yokohama for this port to-morrow, at daylight.

WE observe that, at the meeting of the Foochow Club, reported in the *Harold*, an amendment, to the effect "That the Billiard Rooms be open for play on Sundays from 4 o'clock p.m. to 8 o'clock p.m.," was put to the vote. Twenty-seven were in favour of Sunday play, and twenty against it; and as two-thirds of the votes were necessary to alter the rule, the amendment was lost.

THE first Marriage of a Chinaman under the civil law took place to-day, and caused quite a commotion. The bridegroom is the son of Mr Ohun Tai Kwong, translator and clerk in the Supreme Court. The bride and the bridegroom appeared before the Marriage Registrar in their nuptial costumes, that of the former being a suit of Mandarin dress, while that of the latter consisted of the usual red robe, and the head-dress resembling a crown with strings of beads hanging down over the face. After the ceremony had been gone through, the lady, contrary to the usual illiterateness of Chinese females, signed her name in good legible Chinese characters.

WE are glad to learn that the four Kanaka women brought here in the French brig *Dauphine* are now under the care of the Sisters of Mercy. They have been dressed in Chinese costume, and express gratitude for the care taken of them, although they do not acquire a great relish for the food they get and hanker rather after the savoury morsels they were wont to enjoy in their native isle. H. E. the Governor was absent in Canton when the good Sisters took charge of these women, and the authorities do not seem to take much interest in their fate. This is to be regretted; and even although international courtesy may have thrown difficulties in the way, we do not suppose that the French Government would have objected to our paying half of the expenses incurred. Captain Lalonde deserves great credit in this matter, and so do the Sisters of Charity.

MESSRS HEDDER & Co.'s Foochow Weekly Shipping Report, dated 28th May, gives:—  
Arrivals during the week.—May 18, Yesso from Hongkong; 30, Deucalion from Shanghai; 31, *Monquito* from Tamsui, E. C.

under the very hopeless delusion that everything appearing in his paper is of sufficient value to demand full quotation at our hands! Our contemporary may "emphatically protest against the expurgating process" until he is tired, and, after due refreshment, continue his protests *ad libitum*, but we shall still persist in setting our own value on his lucubrations, and extract just as much of them as we please.

WE have received a pamphlet in Chinese giving directions for resuscitating the apparently drowned, for recovering from opium smoking, and for the treatment of opium smokers. The object of the publication is to make known to the Chinese the joint plans of Drs. Marshall Hall and Silvester for the treatment of the apparently drowned, and means for enabling opium smoking to be abandoned and for treating those who have poisoned themselves with the drug. The expense of stereotyping the work, which is illustrated, has been borne by Mr Tong Kin-sing, and any profits accruing from its sale are to be devoted towards its gratuitous circulation. Messrs Lane, Crawford & Co. have the work on sale here. In the course of his introductory remarks Dr. Macgowan says:—

The method of procedure for recovering the apparently dead from drowning as given in the Chinese official Medical Jurisprudence is, like that which was formerly in vogue in the West, calculated to extinguish the last spark of life.

Appended are articles on the treatment of opium-poisoning which has in modern times become the popular mode of suicide; and directions for the treatment of opium-smoking. There is a wide-spread belief that the habit of opium-smoking can be cured by drugs, and travellers in the interior are constantly importing remedies which they are supposed to possess; hence also placards are posted in every available place advertising anti-opium nostrums. These always contain a portion of opium, which being taken in gradually diminished doses, sometimes effect cures, but opium-smokers thus reformed almost invariably relapse. There is but one trustworthy method,—immediate and total abstinence, together with the correction of the consequent distressing symptoms. Those who are thus cured never resume the habit, so fearful is the ordeal. This, for more than thirty years has been my practice; it has received the commendation of Prof. Christison. What Charles Lamb writes of alcoholic beverages:—"Is there no middle way between abstinence and the excess which kills? For your sake, gentle reader, and that you may never attain to my experience, with pain I must utter the dreadful truth, that there is none, none that I can find," will be assented to by opium-smokers.

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Mutch from Nagasaki, and Woolhairs put back; 21, Penguin from Hongkong, and Glenfinlas from Shanghai; 22, Han Kwang from Shanghai, and La Clocheterie from Keelung; 25, Europe from Shanghai, Conquest from Wenchow, and Killarney from Hongkong; 26, Douglas from Hongkong.

Departures during the week.—May 20, Namos for Hongkong; 22, Yesso for Hongkong; 23, Olympia for Hongkong; 25, Han Kwang for Hongkong.

Shipping in Port.—Glenfinlas, Wm. Manson, Lady Bowen, Fleura Castle, De



SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, THURSDAY, 7TH JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Argyll	4 h	Scott	Brit. str.	1271	June 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	Mails, 9th
Ava	5 c	Hernandez	Fch. str.	2106	June 6	Messageries Maritimes	Marseilles, &c.	
Chinkiang	5 c	Orr	Brit. str.	798	June 7	Stemson & Co.	Shanghai	Cleared
Delta	6 h	Ching	Brit. str.	102	June 4	F. Degener	Foochow	Ab'deen Dock
Duna	6 h	Steele	Brit. str.	852	May 23	Gilman & Co.	Yokohama	
Emu	3 c	Blanco	Span. str.	222	June 3	Remedios & Co.	Canton	To-day
Fuyew	4 c	Crood	Chi. str.	920	June 6	G. M. S. N. Co.	Shanghai	To-day
Galley of Lorne	4 h	MacDonald	Brit. str.	1389	May 29	Jardine, Matheson & Co.	Foochow	To-morrow
Gamma	6 c	Lang	Brit. str.	300	June 4	F. Degener	Shanghai	
Glengyle	4 c	Quartley	Brit. str.	1265	June 4	Jardine, Matheson & Co.		
Golden Horn	5 h	Alton	Brit. str.	1023	June 6	Wm. Pustau & Co.		
Japan	5 h	Smith	Brit. str.	1865	June 5	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	
Macgregor	2 c	Newell	Brit. str.	2465	June 3	Gilman & Co.		
Namoa	5 h	Punchard	Brit. str.	862	June 6	Douglas Lapraik & Co.	Coast Ports	To-day
Ocean	5 c	Jacques	Brit. str.	971	May 19	Jardine, Matheson & Co.	Straits Settlements	To-morrow
Pearl	3 h	Munk	Brit. str.	705	June 7	Soon Cheong & Co.	S'pore and Penang	
Pernambuco	5 c	Hyde	Brit. str.	643	June 4	Siemssen & Co.	Bangkok	
Rajahmattianhar	3 h	Hopkins	Brit. str.	933	June 6	Yuen Fat Hong		K'loong Dock
Thales	4 c	Coles	Brit. str.	820	May 29	Douglas Lapraik & Co.		
Thingvalla	4 c	Wolven	Dnn. str.	1677	June 7	Meyer & Co.	Yokohama	Mails
Tibre	5 c	Girard	Fch. str.	1009	June 6	Messageries Maritimes		
W. Cores de Vries	2 h	Welner	Brit. str.	334	June 4	Hok Moh Leong		Repairing
Yottung	2 h	Hawkins	Brit. str.	324	June 9	Kwok Acheong		
<b>Sailing Vessels</b>								
A. E. Vidal	3 h	Schreiker	Ger. bqe.	420	May 29	Wieler & Co.	Whampoa	To-day
Adela	4 c	Beattie	Brit. bqe.	354	May 8	Eduard Schellhass & Co.		
Alina	8 c	Gilbert	Brit. bqe.	300	June 3	Jardine, Matheson & Co.		
Anazi	4 h	Hill	Brit. bqe.	468	June 4	Adamson, Bell & Co.		
Auguste	4 h	Thomson	Brit. sm.sc.	210	May 17	Meyer & Co.		
Barbara Taylor	4 h	Faylor	Brit. sch.	252	June 2	Chinese		
Bertha	4 c	Ringo	Ger. bqe.	442	May 31	Wieler & Co.		
Brema	3 c	Timpe	Ger. bqe.	360	June 5	Wieler & Co.		
Brennero	4 h	Buzzolini	Ital. bqe.	784	June 5	Carlowitz & Co.		
Canaan	8 c	Manson	Brit. sh.	840	May 21	Order	Newchwang	
Capella	2 c	Andersen	Swed. bqe.	307	May 25	Order		
Caribou	8 c	Lindsay	Brit. bqe.	599	June 6	Order		
Carrioka	4 c	Carr	Brit. bqe.	916	May 10	Russell & Co.	Manila	
Caura	4 h	Thieman	Ger. bqe.	689	May 21	Wm. Pustau & Co.		
Chamron Kamye	2 h	Müller	Siam. bqe.	430	May 25	Kin-tye-loong	Tientsin	
Cheng Soon	2 h	Chung Sang	Siam. sch.	200	April 30	Chinese		
Chinaman	7 h	McKenzie	Brit. bqe.	690	May 21	Douglas Lapraik & Co.		
Christian	3 h	Stehr	Ger. sm.sc.	282	June 3	Eduard Schellhass & Co.		
Dauphine	4 h	Lelionnais	Fch. bg.	327	May 28	Order		
Diamant	4 h	Ackemann	Ger. bqe.	296	June 5	Wm. Pustau & Co.		
Echo	4 c	Tozer	Brit. bqe.	369	June 5	Wm. Pustau & Co.		
Fifehire	2 c	Nesa	Brit. sh.	750	May 24	Order	New York	Coast Dock
Fleeting	...	Guest	Amer. sh.	829	May 7	Olyphant & Co.		
Formosa	8 c	Hyland	Brit. bqe.	915	May 29	Arnhold, Karberg & Co.	Newchwang	
Friedrick Perthes	3 h	chwoer	Ger. bqe.	282	May 25	Melchers & Co.		
Gaston Auger	8 c	Kayser	Ger. bqe.	480	June 4	Siemssen & Co.	Foochow	
Gryfe	7 c	Gaillard	Fch. bqe.	301	May 22	Adamson, Bell & Co.	San Francisco	
Harriet N. Carlton	8 c	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	Honolulu	
Hannah & May	4 c	Harkness	Amer. bqe.	872	May 29	Russell & Co.	London	
Hannah Law	4 c	Smith	Brit. bqe.	366	May 8	Arnhold, Karberg & Co.	New York	
Helena	4 c	Greig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.	Melbourne & Sydney	Cleared
Hieronymus	3 c	Snow	Amer. bqe.	603	May 4	Arnhold, Karberg & Co.	Amoy	
Hieronymus	5 h	Volguardaen	Ger. bqe.	372	June 8	Wieler & Co.		
Highlander	2 h	Koch	Brit. bg.	232	June 5	Landstein & Co.		
Hongkong	4 h	Siell	Ger. bqe.	425	May 24	Wieler & Co.	New York	Sands' Slip
Hope	4 c	Lutchinson	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.	Foochow	Sands' Slip
Irazi	7 h	Boulton	Brit. bqe.	454	May 25	Douglas Lapraik & Co.		
Iris	...	Pearce	Brit. bqe.	327	May 25	Douglas Lapraik & Co.		
Jacatra	4 c	Ritter	Ger. bqe.	506	May 18	Arnhold, Karberg & Co.		
Japan	8 h	Dirksen	Dut. bg.	337	May 25	Russell & Co.		
Leicester	3 h	Walter	Ger. sm.sc.	270	May 25	Siemssen & Co.		
Lizzie H.	8 c	Caddy	Brit. sh.	1809	May 24	Order		
Loiterer	3 c	Babson	Amer. bqe.	896	June 6	Melchers & Co.		
Lydia	8 h	...	Amer. sch.	45	Aug. 13	Insurance Cos.		
Madura	3 h	Youngson	Brit. bqe.	376	May 19	Order	San Francisco	
Michelle Selchau	3 c	Stanton	Brit. sh.	970	May 11	Vogel, Hagedorn & Co.	Touzon	
Now Era	4 c	Gerstenberg	Brit. bqe.	447	May 24	Order	New York	
Novity	3 c	Sawyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	Melbourne & Sydney	
Palestine	4 c	Colliver	Brit. bqe.	375	May 17	Rozario & Co.		
Panola	4 c	Seocrop	Brit. bqe.	598	June 5	Melchers & Co.		
Presto	3 h	Lunt	Am. sm.sc.	597	June 4	Kin-tye-loong	Macao	Cleared
Roderick Hay	4 c	Laidman	Brit. bqe.	384	May 17	Master		
Rosina	4 h	Nicolson	Brit. bqe.	290	June 8	Chinese		
Rotterdam	3 h	Hansen	Am. sm.sc.	406	Feb. 25	Arnhold, Karberg & Co.		
San Lorenzo	4 c	Madareaga	Dut. bqe.	760	May 25	Melchers & Co.		
Sourabaya Packet	3 c	Verdunn	Dut. bqe.	452	June 23	Remedios & Co.		
Stracathro	4 c	Millar	Brit. sh.	1159	May 18	Russell & Co.	San Francisco	
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Tullochgorum	4 h	Mason	Brit. sm.sc.	175	April 20	Wieler & Co.	Haiphong	To-morrow
Western Chief	8 h	Hewer	Brit. sh.	750	May 26	Meyer & Co.	Wanchai Pier	
<b>WHAMPOA</b>								
Bombay		Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	Tientsin	
Victory		Whiting	Brit. bg.	253	June 2	Chinese		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charybdis	7 c	British	corvette	1506	17	400	April 5	T. E. Smith
Curlew	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hart	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	7 h	British	corvette	1462	8	400	May 15	A. H. Boldero
Ling Fung	6 h	Chinese	gunboat	354	2	80	June 1	J. Barrow
Magpie	7 h	British	gun vessel	774	3	160	May 28	Charles Vernon Anson
Messene	6 h	British	military hospital	2691	...	...	...	...
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Haller, C.B.
Mooreben	6 h	British	gunboat	420	4	60	May 28	John Hope
Patino	K.D.	Spanish	transport	1200	...	...	Feb. 23	Rapallo
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson

FOOCHOW SHIPPING IN PORT.  
June 2, 1877.

MERCHANT STEAMERS.	
Ajax	for London
Benarty	for London
Flours Castle	for London
Glenfinlas	for London
Han Kwang	for Shanghai
Killarney	for Colonies
*Namoa	for Hongkong
Penguin	for London
Viking	for London
MERCHANT SAILING VESSELS.	
E. C. Mutch	for Chefoo
Hadda	Gorman barque
Wm. Manson	British barque
Woollahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.  
May 31, 1877.

MERCHANT STEAMERS.	
*Ava	French
Ohlo-se	Chinese
Francis I.	French
Fuyama	Chinese
*Glaucus	for London
Hankow (McQueen)	British
H. C. Orsted	Danish
Honan	Chinese
Kashgar	British
Kiang-wae	Chinese
Kwaiyuen	Chinese
Nanking	American
Scindia	British
* Since left port, or arrived at Hongkong.	

MERCHANT STEAMERS.	
Tahyew	Chinese
Ta-yu-fung	American
Tung Ting	Chinese
Yehsin	Chinese

MERCHANT SAILING VESSELS.	
B. Aymar	American barque
Emulation	British barque
Hopful	British schooner
John Nicholson	British ship
Louise	British schooner
Windhover	British ship

MEN-OF-WAR.	
Kestrel	H. M. gunboat
La Closterie	French corvette
Pulao	U. S. gunboat
Sobol	Russian gunboat



matter of fact the Marshal had received it, the freight having been seized by him and paid into Court.

His Lordship remarked that from the evidence of the master, there had been balances in his hands from time to time, and these he remitted to the owner. Now the wages was an ascertained and settled item every month, and he should have debited it from the balances in the whole account instead of sending the whole amount to the owner. His Lordship would like to know whether the principle in law of attribution would not arise here. The question would arise whether the fact of the master not having debited his wages from the balances he remitted home to the owner, did not convert his claim for wages into a claim for debt, that is to say, if he had not given up his lien on the ship in so doing. The question was a very important one and he wished to see the master's accounts.

The Court was then adjourned for Capt. Hansen to produce all the papers connected with this ship.

When the Court resumed, the master produced the accounts he kept and the letters he wrote to and received from the owner, and was examined on them.

By the Queen's Advocate—I was told by the broker that the bottomry bond was only a formal matter. The owner was a merchant of good standing, but he had lost five vessels last winter.

By Mr. Kingsmill—The ship was not advertised for bottomry, and I told the broker and Mr. Pell that I would rather keep the vessel until I heard from the owner.

This closed the evidence in the case and his Lordship said the point he had raised was very important, and that he was at present advised, it appeared to him that the master had funds in his hands that could have covered the amount of his wages, and the fact of his not having paid himself out of them, he had given up his lien on the ship. It might be a question of account between him and the owner and not with the ship.

The Advocate for both sides briefly replied, and the Court reserved its judgment. In the meantime the Registrar was to make an application for the sale of the ship.

## CORRESPONDENCE.

## WHERE IS THE NEW PRAYA?

Hongkong, June 7, 1877.

To the Editor of the "CHINA MAIL."

SIR,—There is one necessity in the Colony in which it is to be hoped the well-known excellence of His Excellency the Governor will stand us in good stead, viz. the reconstruction of the Praya wall—a work which, after a good display of promising energy some two months since, has apparently been condemned to further delay further neglect.

It is nearly three years since the typhoon of 1874, and obvious as is the necessity for prompt action, absolutely nothing has been done to protect the Praya property from the probable results of a like catastrophe. It is characteristic of the supineness of the colonists of Hongkong, even in matters immediately affecting their personal interests, that no attempt has been made by the owners of houses on the Praya to induce the Government to press forward this work. They are surely living in a fool's paradise. Who can call to mind the state of the Praya on the morning of the 24th September 1874? Pavements torn up—gas mains exposed and broken—and the huge coping stones of the old Praya wall dashed against the houses,—without appreciating that a typhoon of much milder character, unchecked by any wall of defence, would now effectually undermine the foundation of nearly the whole line of buildings and practically destroy property of enormous value. This is not mere theory, I feel assured. Let the non-official members of the Council insist upon a straightforward professional opinion from the Surveyor General. His Excellency the Governor will surely be glad of such an opinion too, and they will find, I am convinced, that it is no boggy but a real danger to which I draw public attention.

Your obedient servant,

STONE WALL.

## Manila.

(From the Manila Papers.)

Mr. H. C. Gray has been officially recognized as H. B. Majesty's Vice-Consul at Iloilo.

As there were no purchaser at the last auction sale to dispose of the little steamer *Felisa*, belonging to the estate of Russell & Sturge, put up at a limited price, she was to be offered again for sale on the 5th June at 20 per cent. less than the amount limited, and she now stands at \$4,000.

The steamer *Salvadora*, on her last voyage from Amoy to Manila, had experienced very rough weather, the rain was incessant till very near the Philippine coast.

The British steamer *Bertha* was to leave Manila for Singapore and London on the 2nd June, and should sufficient inducement offer, she will touch at Barcelona.

Mangoes are in great abundance this year, and according to an old saying that when mango is cheap, rice is dear, this has so far proved a fact, as owing to the scarcity of rice, the price has considerably risen. Some early consignment is expected, which will no doubt put the grain at more convenient rates.

The punishment of the different bands of robbers, who have given so much trouble to the people of the province of Nueva Ecija, has so far been very satisfactory, as over fifty of the highwaymen are already secured by the authorities, and they constitute more than one half the number of them engaged in this profession, as far as the police know.

The following is the state of the Iloilo market on the 3rd May as reported by the correspondent of the *Comercio*—

Rice.—Much enquiry with great demand; the superior is quoted at \$1 per picul and the current at \$0.50 with a higher tendency. Some of the better prices, but the article expect to sell at a better price, but had not already been contracted for.

Rice.—Several arrivals of current Panagasinan is reported, the price ruled at \$2 and 3 cents to \$0 and 7 cents, according to quality. A sale of 10,000 panagasinan at 20 cents (out on shore) is reported.

The drought we are experiencing has caused already great distress to the planters of the sugar cane, and even at present the sowing of the paddy is impossible; rain is much desired.

The Spanish barque *Compania* is expected here to load tobacco for the Penin-

sula; there will still remain in store some 25,000 quintales after the loading of the said vessel.

## MANILA SHIPPING.

Arrivals.  
May 10, *Eliza*, from New Castle.  
21, *Moorea*, Br. g.-bt., from Labuan.  
21, *Paragu*, from Singapore.  
21, *Havilah*, from Hongkong.  
23, *Mary Whitridge*, from Hongkong.  
23, *Salvadora*, from Amoy.  
23, *Glengairn*, from Hongkong.  
24, *Canning*, from Singapore.  
24, *National*, from San Francisco.  
25, *Marques del Duero*, from Hongkong.

Departures.  
May 18, *Kameralda*, for Hongkong.  
18, *Nuevo Constante*, for Hongkong.  
20, *Moorea*, Br. g.-bt., for Hongkong.  
25, *Glengairn*, for Falmouth.  
25, *Gloria*, for Barcelona, Cadiz, and Liverpool.

Loading on May 28.—Hermann, for Liverpool; Lord of the Isles, for London; *Copas*, for New York; *Ringleader*, for New York; *Bertha*, for London; *Changah*, for New York; *Humbold*, for Shanghai; *Argonaut*, for New York; *Havilah*, for New York; *West Australian*, for Liverpool; *Mary Whitridge*, for New York; *Paragu*, for Singapore.

## China.

## FOUCHOW.

(Herald, May 31st.)

Mr. Sinclair, H. B. M.'s Consul, who has been in Europe on leave of absence since April 1876, returned to the port on the 26th instant, per S. S. *Douglas*.

Ting Futai is, we regret to learn, in bad health. His Excellency is said to be suffering from swollen legs, which incapacitate him for active duty.

We hear that Doctors Osgood and Whitney, of the Baptist Medical Mission, were assaulted and robbed by natives on their way to Shau Wu quite recently. Dr. Osgood has since returned and given information to the authorities, but Dr. Whitney will remain at Shau Wu.

The Mamoi Arsenal officials have just put together a powerful steam dredge, which arrived in pieces from France a short time ago. This is, we believe, intended for service in the vicinity of the Arsenal, and if it meets the expectations of the authorities, a marked improvement in the depth of the channel abreast of the Arsenal should be visible ere long.

The S. S. *Loudoun Castle* and *Glengairn* were signalled off Woonong on the afternoon of the 26th instant, bound to London from Hankow, with new season's Tea. These vessels passed Turnabout Island at 7.15 a.m. on the 27th instant, the first-named vessel being about two miles ahead. Both steamers are reported to have had all sail set, and were going at a great pace. Is there a Tea Famine in England?

As tea shipping is once more in full swing the local marine insurance companies would do well, we think, to follow the example of the home offices, and by reducing the rate on tea shipped by certain well-known steamers lines attract business. A correspondent points out that whereas in former years shippers were obliged to make early application in order to avoid having their tea "shut out," they are now compelled to wait for business.

A fire took place on the evening of the 26th instant, in the main street of Nantai, between the store of Messrs. Hoklee & Co. and Messrs. Olyphant & Co.'s shop. The first alarm was given shortly before 11 p.m., and but little time was lost in bringing all the available foreign engines to the spot. Owing to the proximity of the river there was abundance of water with which to work the engines, and as there was but little wind at the time, the flames were completely mastered about midnight. Between 30 and 40 houses were burnt.

The premises formerly occupied by the Great Northern Telegraph Company were broken into on the evening of the 26th instant, and clothing, and other articles, the property of Chinese Telegraph students stolen therefrom. The thieves are supposed to belong to the same gang that recently plundered Messrs. Dammill and Brockett's Store, and we understand that the native authorities are in possession of certain information that may lead to the recovery of at least a portion of the stolen property. We also learn that the residence of Captain Saunders at Pagoda Anchorage was entered by thieves a few nights ago.

Referring to the arrest of Mr. C. E. Porter by the Chinese Authorities, to which we alluded in a late number of the *Herald*, we learn that a formal complaint was lodged against him by the Trade Committee on the 25th instant—more than two weeks after his arrest—and that he was brought up for examination at the U. S. Consulate on the 26th. The investigation is not yet concluded. We understand that the Committee have refused to comply with the request of the Consul to depute one or more of their members to be present at the examination. They were also requested to send a native, in their custody, who was arrested with Porter, and who knows all about the case, to give evidence, which they likewise declined to do. We hope to be able to publish the result of the investigation in our next issue.

Tea.—About 60,000 chests of Congou had been purchased during the past week, at the following rates (short) viz.—Pehlings Tls. 28 & 32; Pan Yung Tls. 24 & 28; Suay Kuts Tls. 16 & 25; Sa Yung Tls. 16 & 25; Loong Wo Tungs Tls. 18 & 20; Kim Nings Tls. 14 & 25; and San Moy Tls. 30 & 35 and 40—the latter price having been paid for only one chop. Later arrivals from the low districts are not in any respect superior to the earlier supplies. The tea is thin and coarse in cup, while the leaf, though not quite so dusty as last season's, is of a like general inferior character. In regard to the upper districts teas, they cannot be classed otherwise than below the average of the three past seasons. Small settlements of Oplong are reported at Tls. 25 & 24 per picul (short) and a few parcels of Scented Tea at Tls. 85 & 40. The Steamers *Deiwaan* and *Glengairn* have sailed for London with 8,896,172 lbs. Tea.

Total arrivals of Congou (inclusive of Pehling) 116,500 chests.  
Total settlements 71,800 "  
Stock 45,200 chests.  
Total arrivals of Oolong 1,984 chests.  
settlements 400 "  
Stock 1,984 chests.  
Total arrivals of Scented Tea 4,800 boxes.  
settlements 8,250 "  
Stock 5,050 boxes.

## THE INSURRECTION IN JAPAN.

(Two Times.)

Still the same strange absence of all definite intelligence respecting the course of events in the south-west. The government appear confident and assured, and it is at least clear that no warlike demonstrations of importance have been made since the dispersal of the rebels from the environs of Kumamoto. But the hiding place of Saigo remains unknown, and the insurgents, although they maintain no united force, are still supposed to have some scattered and lurking existence among the hills and wildernesses of their native province and its neighborhood. It would seem that they possess the power to annoy, though perhaps not to give further serious anxiety to the government. Prince Arisugawa has issued tranquillizing proclamations, enjoining upon the people of Satsuma the necessity of resuming their peaceful avocations, and promising security to all who give aid in the work of restoring substantial order. They are conflicting rumors in regard to the condition of affairs in the island of Sikoku. Some indicate an uneasiness among the chiefs of town, others declare that no disloyal purpose can be attributed to any of the inhabitants of that province. Nothing is absolutely known upon which to base a single positive assertion. The Emperor remains at Kyoto, contrary to expectation. The government do not, apparently, consider themselves bound to give explanations of the causes of this prolonged sojourn. Consequently we have had a score of marvellous legends, invented chiefly by the foreign press of Yokohama, all divergent and conflicting, and all pretending to account for it upon satisfactory and sufficient grounds. Local news is unimportant. The absorbing interest of the week in Yokohama has centered in the races.

## FRACAS BETWEEN ENGLISH AND RUSSIAN MEN-OF-WAR'S MEN AT YOKOHAMA.

A serious fracas occurred yesterday evening (May 27th) in Honmura between some British and Russian men-of-war's men. It appears that some dozen or so Russians were in "The Star of Our Union" saloon when a couple of British sailors entered. Some conversation took place about the present war between Turkey and Russia, the upshot of which was that one of the two men had a tumble thrown at his head, it striking and cutting him on the forehead, and both he and his companion were speedily ejected from the house, and the fight went on outside. Some more British seamen and marines appearing on the spot, the Russians retreated into the house and after a few minutes the others walked away into the different drinking saloons, and it was thought the drinking was ended. Unfortunately, a drunken English seaman was walking or staggering about the neighbourhood where the Russians were located, and whether he gave any provocation or not does not appear to be very clear, but he was attacked by five or six men. His comrades rallied round and an indiscriminate fight took place. Again there was a full and residents in the neighbourhood hoped the *melée* had finally ended. But this was not so, for in a few moments about forty Russians appeared on the scene armed with staves and stones. Catching an unfortunate marine by himself they at once set upon him. He was a tall, powerful man and succeeded in knocking down several of his assailants with the buckle-end of his belt, but was eventually knocked down himself. The scuffle had now become general, for the Russians attacked all who came in their way, seamen or civilians. Three Frenchmen who were standing at the corner of the Cafe de l'Univers were knocked down; several civilians were attacked with sticks and stones. Sergeant Loxton and Police Constable Toms had by this time appeared on the scene, and in attempting to quell the disturbance, were severely handled by the Russians. A civilian passing by observing a Russian sailor about to strike a British marine with a large club attempted to wrest the weapon away, but got knocked down by his pains. Another bystander saw a Russian with a drawn knife rush madly at an Englishman and was about to plunge it in his breast, when the civilian with a well directed blow from his fist knocked the Russian down. Stones and billets of wood were flying about in all directions. At length the Russians gave way and ran to the habota, where their boats were lying, chased by the British and a few civilians. They made a stand here for a few moments, but their officers, who had just come on shore, at once took charge of them into the boats and sent them off to the ship. Later in the evening a detachment from the *Avastion* was sent on shore to seek for wounded, but finding everything quiet and none of their comrades severely hurt soon returned on board. The affair caused quite a commotion in the settlement; and the various Consuls appeared on the spot as quickly as possible. One Russian found lying in the road by Sergeant Loxton was put into a *hirikishi* and conveyed to the station out of the way, the sergeant fearing that some British sailors might find him. Several of his comrades were severely wounded and taken to the hospital.—*Japan Gazette*.

## THE ENTOMBED WELSH MINERS.

The five miners who for nearly ten days had been buried in the flooded colliery of Tynnewydd were released on the afternoon of April 20. Up to that time, one of the numerous false alarms which had been given, the public mind was wrought up to the most painful state of anxiety. Crowds of people flocked around the newspaper offices in the various towns of South Wales, and the fear was universal, when the telegrams arrived early on April 20, stating that the water was rising, that the men would be drowned. On that day those engaged in attempting to reach the imprisoned men had repeatedly to retreat from their task in consequence of the accumulation of gas. Beyond could be heard the entombed conversing, but this could only be heard when the hole made through the coal was plugged; for the noise of the escaping air was deafening. Early in the day the men had been imploring the rescuers to break down the partition between them and liberty, but now they were heard filling up every little fissure in the coal by which the air was escaping, thus proving that their intellects were unclouded, and that they had discovered that the air kept the water in check. They were heard crying, "We are in water," and the fact that the atmosphere was heavily charged with gas had experienced miners to despair of rescuing the poor fellows alive. Everybody appeared to be unequal to the task of breaking the remaining obstacle to the rescue; it was an extremely hazardous

task, insubstantial as anyone who would make such an attempt would have to brave wind, fire, and the difficulties in the way of retreating through a passage two feet wide and less than a yard in height, a distance of thirty-five yards, and then through a space of little more than fifteen inches in height.

When everybody was in great suspense, some volunteers came forward to make the further attempt at rescue; their names are John Hughes, Isaac Fride, Daniel Owen, William Rollins, Thomas Ash, William Parsons, and Charles Parsons, all living at Porth. This band of heroes advanced to their task, and commenced heaving the coal. In some hours a hole was made, and then what took place awed the stoutest heart. The compressed air escaped in a series of explosions, each report being louder than the firing of a cannon. The noise echoed through the mine until the place seemed a time the air appeared to have spent its power, and comparative silence was restored; but then another peril appeared from the water. The men cried loudly, "We are up to our middle in water," and one was heard to say, "It is almost over with us." The voice of the lad was also heard whose father and brother were lying dead in the same pit. "Where is the lad?" shouted one of the explorers. "In my arms," replied George Jenkins. About one o'clock the partition was knocked down, and a rush was made by the rescuers into the space beyond. The first to be brought out was the lad, in the arms of Thomas Ash. Moses Powell and George Jenkins were able to crawl with the explorers a distance of 100 yards, they refusing to be carried. When these two saw Mr. James Thomas, the resident proprietor, who is very popular with the men, they rushed forward and embraced him with great emotion. The other men had to be carried out. They were brought to the bank singly, and conveyed to a shed, excellently arranged for their reception.

By a happy coincidence, when the last man was brought to bank, and was being conveyed on a stretcher, covered with blankets, into the hospital, a message was received from the Queen. Mr. Parker, one of the officers of the company, mounted a tram, and with a loud voice said—"A message from the Queen." There was a rush of people forward, and the miners and all others having uncovered it was read. This was followed with ringing cheers and waving of caps. The message was as follows:—"Biddulph, Osborne, to Mr. Wales, mine inspector, Pontypridd.—The Queen is very anxious for the last accounts of the poor men in the mine. Are they saved? Pray telegraph."

The liberated five were afterwards conveyed to the Tynnewydd Inn, where they are nursed by Miss Jenner, of Wenvoe Castle, and a number of nurses under her command. "The poor fellows were extremely gratified (says a correspondent, writing from Pontypridd on April 22) when they learnt that the Queen had taken an interest in their fate. 'We little thought (said one of them to me in Welsh) when we were in our prison below that the Queen of England was interesting herself in our behalf.' A few minutes before I entered the room in a feeble voice they had requested Miss Jenner to send a telegram to Her Gracious Majesty, expressing their gratitude for the interest evinced by her in the fate of her Welsh colliers. The message, which was subsequently sent, was translated by Miss Jenner, and was couched in the terms expressed by the men. Another message from the Queen for Mr. Wales had been received; but as that gentleman after his arduous labours had returned to his home at Swansea, no one felt justified in opening the letter containing the message."

To-day, continues the same writer, I found George Jenkins and Moses Powell able to converse freely. The last-named was much flushed; the lad seemed very quiet; John Thomas, who is nearly deaf and dumb, and David Jenkins were ghastly pale; the former had a strange, wild look about the eyes. The two first-named smiled a friendly recognition when I approached, and Moses Powell, pointing to a copy of the *Pontypridd Advertiser* lying near to him, said, "I have been reading Morien's description of the noble attempt of the divers to reach us." He then narrated the history of their incarceration in the mine, as also did George Jenkins. Powell was not permitted to conclude his story owing to his hoarse condition, but George Jenkins, the stronger of the two, supplied me with the following, which corresponds with what Powell was enabled to relate:—

## THE MINERS' ACCOUNT.

"We were working," said Jenkins, "at the extreme end of the level heading, in almost a straight line from the bottom of the drift; some eighty paces, each one yard in length; behind us was Thomas Morgan's stall, where his two sons worked with him. A short distance nearer to the entrance into this stall was a small hole called a windway, running parallel with the stall. Between the entrance into the stall and the windway was a door, placed there for the purpose of sending the air into the stall, then to return from the face along the way, transverse were taken in and out of the stall. On Wednesday afternoon we had been drilling a hole in the rock for the purpose of blasting. I was hammering the drill, and Moses was turning it in the hole after each blow. The lad was engaged at something at the coal when we suddenly felt a great rush of air. We stopped boring, and one of us said, 'Something has happened.' Moses said, 'Come on, it is only the number eight door open and the air escaping along the heading.' We then heard another rush, with peculiar sounds in our ears. D. D. Jenkins, who was beginning to open a stall from our heading, and working within a short distance of me, called out, 'Lads, something has happened.' Our impression at the time being that an explosion had taken place, all five of us ran up the heading in the direction of the door on Thomas Morgan's stall. Before we got more than half way we found water meeting us, and reaching to our knees. The lad was about falling, the water being too strong for him, when he called out, 'Catch hold of me George! I can't come.' Moses and I took him by the hand and pulled him along. When we came to the door we found the water roaring and bubbling under it, and streaming out with great rapidity. We endeavored to open the door, but found it impossible to do so. Moses Jenkins then cried out, 'The water has broken out from the Gynmar pit; I fear it is all over with us; come on to the windway.' We all then followed Moses and reached the face of the stall, a distance of about forty yards. We then commenced to walk back along the roadway of the stall,

hoping to reach the other side of the door in this way. We succeeded, but found that the water was up to the middle of the door. Moses was first, I came next, and the two others followed, the little boy clinging to me. We were getting deeper in water until it was up to our throats, when the little boy called out, 'Oh, dear, George, I cannot hold on any longer, catch hold of me, will you?' I took hold of him with one arm, and with the other guided my way after Moses. We, however, soon found it was of no use advancing further, for the water was up to the top. We had retained the lights of our candles all the time. We then retreated gradually towards Thomas Morgan's stall, and having reached it we watched the advance of the water. It was coming in great waves, as you have seen the tide rolling in. We at last, to our great joy, discovered that it had ceased advancing. Then, feeling very cold, for we had left our jackets behind us, we commenced throwing coal from the tram that stood there. Leaving a layer of about six inches of small on the bottom, we went into the tram, huddled together, so as to gain warmth. We were here for some considerable time, and left it for the purpose of making a mark with clay on the ground by the edge of the water, after which we returned into the tram. We had not been there long when we heard the roof cracking and roaring above as if about to fall on our heads. We jumped up and pushed back the tram a distance of about fifteen yards. On next going to the water we found that it had receded a little, and you can imagine our joy. Moses took off his clothes and entered the water, and we lost sight of him. He returned after some time and said the water was like the sea, everywhere. The next day I did as Moses had done, and found things as he had stated; I then returned to my friends. Soon after this our stock of candles became exhausted, and we were in the dark. We kept lamps occasionally. I nursed the little boy nearly the whole time. Now and then he cried; at other times he would sing Moody and Sankey's hymns in Welsh, 'Y Mael Gwlad ydd yn harddach na' haule.' We would occasionally hear distant thumpings, and we never despaired of being delivered. We had no idea that the whole place was submerged. At last we heard distant knockings through the coal, and after a long interval we heard the knockings nearer to us, and at last we could hear the click, click, click of mandrills; our joy was then indescribable. After a bit we heard blasting, the sound of which sounded close to us. We frequently shouted to those coming to meet us, and at last we were heard. When the drill came nearer through the coal we thought we should be out in a short time; but the moment it came through there was a tremendous rush of wind, and we heard the water coming. We shouted, 'Shut the hole!' as loud as we could; this was done, but it was opened again, and something pushed through, which I did my best to push back, because the water was rapidly advancing upon us. I little thought that something contained food for us. Other holes were made and we shouted, but not a word could be heard owing to the roar of the air escaping through the holes. The water came against the face of the coal, and we crouched in a space of about twenty-seven inches above water. We could hear men busy working on the other side. At last we got out of the water by climbing to a ledge above the roadway, and it was from here I went through the water to the direction of the hole being made to shout to those on the other side."

## CONTRABAND.

A smart firm of American engineers in London, who do not believe in peace, have hit upon a novel mode of sending small cannon to any place where they may be required, and where perhaps, the powers in command may object to their introduction. The plan in question consists of taking two small guns and placing a round bar of strong wood down the bore of each, so as to hold them together, the muzzle joining. They then bind the whole with a straw rope and cover that with a coat of fire-dye. This forms a perfect core, and round it is cast an iron column, like those used in building purposes. When complete they would not excite the suspicions of the most cautious customs' officer. It would be a pity to run the risk of spoiling the industry of these gentlemen if the invention were their own, but it is not. In August 1875 the Carlists received six small mountain guns in this way, the columns being sent through France. Some fifty of these columns are now prepared for expeditions.

## MORE PROVERBS OF THE BILLINGS FAMILY.

The rules in this world make about as much trouble as the wicked do. Misfortune and twins hardly ever cum singly. I have finally run in the conclusion, that a good reliable set of bowels is worth more to a man, than any quantity of brains. It always seemed to me that a left handed fiddler must play the tune backwards. The tell me that females are so scarce, in the far western country, that a great many married women are already engaged to their second and third husbands. "BANKETRY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—Am. Sir, yours truly, HENRY ALPHEUS.—To the Proprietors of NORTON'S CAMOMILE PILLS.—at 15/77.

## Quotations.

HONGKONG, June 7, 1877.  
OPIUM.—New Patna, cash...\$587 1/2  
Old Patna, cash... 888  
New Benares, cash... 665  
Old Benares, cash... 688  
New Malwa, cash... 675  
credit, 680  
Allowance Teels, 12 & 24  
Old Malwa, cash... 695  
credit, 600  
Allowance Teels, 32 & 48  
CAMPBELL, ... 10.50 to 10.60  
QUICKSILVER, ... 62 & 62.60  
SALTPEATRE, ... 6.50 & 7.25

## Exchange.

Bank, on demand, ... 3/11 1/2  
" 30 days' sight, ... 4/0  
" 6 months' sight, ... 4/0 1/2  
Credits, ... 4/0 1/2  
Documentary, 6 months' sight, ... 4/1  
Bombay, ... 23 1/2  
Calcutta, ... 23 1/2  
Shanghai, demand, ... 74 1/2  
" 30 days, ... 75  
Bar Silver, 17, dwts. B., ... 8 1/2 prem.  
Mexican, ... 2 1/2  
Gold Leaf, ... 25.35  
English Sovereign, ... 4.95  
Australian Sovereign, ... 4.95  
Discount, ... 8 & 10

## Shares.

Hongkong Bank, 25  
Union Ins. Society of Canton, £750  
China Traders' Ins. Co., \$2,400  
Chinese Insurance Co., 3225  
Yongtze Ins. Association, Tls. 685  
A.K. Fire Ins. Co., \$645  
China Fire Ins. Co., \$145  
A.K. & W. S. Boat Co., 30 sh.  
Shanghai Steam Navigation, Tls. 80  
Hongkong Gas Co., 975  
Hongkong Hotel Co., 62 1/2  
Chinese Imperial Loan, £108

## Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, June 7, 1877.

BAROMETER—9 A.M. ... 30.016  
Do. 1 P.M. ... 29.988  
Do. 4 P.M. ... 29.988  
THERMOMETER—9 A.M. ... 82 1/2  
Do. 1 P.M. ... 84  
Do. 4 P.M. ... 84  
Do. (Wet bulb) 9 A.M. ... 80 1/2  
Do. Do. 1 P.M. ... 81 1/2  
Do. Do. 4 P.M. ... 82  
Do. Maximum ... 84 1/2  
Do. Minimum over night ... 81

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

## VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
1.	Robert Henderson, Burryport	Cardiff	
2.	Polystenia, Cardiff		
3.	Carizal, Cardiff		
4.	Daphne, London		
5.	Leading Wind, Antwerp		
6.	Theresa Behn, Cardiff		
7.	Matheles, Cardiff		
8.	Cactus O., Cardiff		
9.	F. P. Lichfield, Cardiff		
10.	Maipu, Cardiff		
11.	Perith, London		
12.	Enid, London		
13.	Osaka, London		
14.	Gold Hunter, Cardiff		
15.	M. O. B. Park, Sunderland v. S'pore		
16.	Janet Ferguson, Glasgow v. S'pore		
17.	Isles of the South, Cardiff		
18.	Brown Brothers, Cardiff		
19.	Kheive, Antwerp		
20.	Paracoa, Cardiff		
21.	A. S. Davis, Cardiff		
22.	Nimbus, Cardiff		
23.	Jala, Cardiff		
24.	Golden Spur, London		
25.	Antwerp, London		
26.	Victoria, Swansea		
27.	C. W. Cochrane, Liverpool		
28.	Springfield, Cardiff		
29.	Warrior, Cardiff		
30.	George, Cardiff		
31.	Birling (s.), Cardiff		
32.	May Queen, Cardiff		
33.	Scindia, London		
34.	Fortuna (s.), Antwerp		
35.	Commissary, London		
36.	Cygnus, Cardiff		
37.	Rota, Cardiff		
38.	Sydenham, Cardiff		
39.	Kaisow, London		
40.	St. Elmo, Cardiff		
41.	Adolph, Hamburg		
42.	Benefactor, New York		
43.	Woodhall, Antwerp		
44.	H. S. Sandford (s.) Cardiff		
45.	Galatea (s.), Cardiff		
46.	Vega, Hamburg		
47.	Pennhaw, Antwerp		
48.	Antipodes, Cardiff		
49.	James Wilson, Newcastle (N.S.W.)		
50.	Titania, Penarth		
51.	Nankin (s.), London		

## AT SHANGHAI.

Dec.	Name.	From.
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## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON SATURDAY, the 9th June, 1877, at Noon, the Company's S. S. *ALASKA*, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, May 26, 1877.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*, will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.  
A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.  
Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL &amp; Co., Agents.

Hongkong, May 23, 1877.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Marseilles,  
and Southampton,  
Also,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *KASHGAR*, Captain BAKER, will leave this on SATURDAY, the 16th June, at Noon.

For further Particulars, apply to  
A. LIND, Superintendent.

Hongkong, June 4, 1877.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

## UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

## AND ATLANTIC STEAMERS.

THE S. S. "*BELGIC*" will be despatched for San Francisco via Yokohama, on TUESDAY, the 10th June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.  
Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 18th June. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 31, 1877.

## INSURANCES.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1871.

## LANCASHIRE INSURANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Oats in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
ARNHOLD, KARBURG & Co.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,  
Agents, Royal Insurance Company.

## CHINESE INSURANCE COMPANY.

## (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1876.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.  
HOLLIDAY, WISE & Co.  
Hongkong, January 8, 1875.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1869.

## INSURANCES.

## THE ON TAI INSURANCE COMPANY, LIMITED.

## CAPITAL TAKEN 400,000, EQUAL TO \$555,555.10.

## Directors.

LEE SENG, of the Lat Hing Firm.  
CHAN SENG LEE, of the Lat Yuen Firm.  
WONG YIK PUI, of the Chun Cheong Wing Hong.  
LOO YEE, of the Yee On Firm.  
FONG SOY FUNG, of the Tung Sang Wo Hong.  
WONG PAK CHEONG, of the San Tye Lee Hong.  
PUN PONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SAIGON, PENANG, and to all the TREATY PORTS of China and Japan.

HEAD OFFICE, 48, Bonham Strand.  
Hongkong, June 1, 1877.

## Intimations.

## AFONG, PHOTOGRAPHER.

by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ALEXANDER CLUB.  
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, etc., of assorted sizes. By S. S. Radnorshire a supply of very handsome Metal Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 23, 1877.

## NOTICE.

## LONDON &amp; ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE CO., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors,  
WILLIAM HUNT,  
Secretary.

187, Leadenhall Street,  
LONDON,  
1st January, 1877.

## THE MARINE INSURANCE CO.

20, Old Broad Street,  
LONDON,  
1st January, 1877.

ESTABLISHED 1836.  
CAPITAL £1,000,000 STERLING.  
RESERVE FUND £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. MOLVER as its AGENT in HONGKONG.

By Order of the Board of Directors,  
ROBERT J. LODGE,  
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. MOLVER,  
Agent of the Marine Insurance Co. of London.  
Hongkong, February 16, 1877.

## NOW READY.

HONG-SHUI, OR THE FUNDAMENTALS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. REVEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION. In three Lectures. By Dr. E. J. REVEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1873.

## K WONG HING CHEUNG &amp; Co.

COAL MERCHANTS.  
Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. ARNOLD has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventful circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address  
THE CHINESE MAIL,  
17th February, 1874.

CHINA MAIL OFFICE,  
17th February, 1874.

## Intimations.

## W. BALL, CHINA DISPENSARY.

## IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

## Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,  
Manager.  
Hongkong, February 23, 1874.

## Now Ready.

## "THE CHINA REVIEW."

No. 5, Vol. V.

Annual Subscription, Six Dollars and a Half.

## CONTENTS.

Chinese Natural Theology.  
Notes on Chinese Grammar.  
Deer-Stalking in China (Concluded from page 224).  
Chinese Etymology, with a List of Primitive and Key to Shwo-Wan.  
Brief Sketches from the Life of K'ung-ming.  
On the Twenty-eight Constellations.  
Short Notices of New Books and Literary Intelligence.  
Collectanea Bibliographica.  
Notes and Queries.  
The "King Kiao" or Nestorian Religion.  
The Shan of the King of Ch'u.  
Tonic Solfa Notation in China.  
Rais a Dollager.  
Domestic Torture.  
Do. Do.  
Esop's Fables in Sanskrit and Chinese.  
Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, May 12, 1877.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in *Daily China Mail*.

## To Let.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguiar Street, lately in the occupation of Messrs DOUGLAS LAFAIR & Co.

The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

The Dwelling House No. 6, Gough Street. Possession from the 1st July next.

Apply to  
DOUGLAS LAFAIR & Co.  
Hongkong, May 10, 1877.

## TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KING.

Blanca Villa, Pol-tsootum, Furlished.

DAVID SASSOON, SONS & Co.  
Hongkong, February 13, 1877.

## TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BOKKE COMPANY, LIMITED.

Apply to  
TURNER & Co.  
Hongkong, May 10, 1877.

## HONGKONG MARKET PRICES.

Corrected to Saturday, June 2, 1877.

At 1110 Cash per Dollar Mexican.

Paice Highest Lowest Cash Cash

## Butcher Meat.

Bacon, English, lb. 450 400

" Ama, Sugar cured, 300 250

" Foochow, 160 140

Beef, sirloin and prime out, 160 150

Beef Corned, 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Hump, Salt, 110 100

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 600 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 380 340

Mutton Chop, 180 160

" Leg, 190 180

" Shoulder, 140 130

" Liver, 180 120

Pigs' Chittlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, 100 80

Pork Chop, catty 150 140

" Corned, 180 120

" Leg, 160 140

" Fat or Lard, 110 100

Sheeps' Head and Feet, set 340 320

" Heart, 50 40

" Kidneys, 80 70

Sucking Pigs, 1750 1000

Veal, catty 140 120

## Poultry.

Cayons, catty 250 220

Ducks, catty 120 110

Eggs, Hen, doz. 100 —

" Duck, 100 —

" Salt, 120 —

Fowls, catty 180 160

Geese, 120 110

Partridges, each 350 300

Pheasants, Canton, pair \$1.80 —

Pigeons, each 150 140